

REMARKS/ARGUMENTS

Claims 1, 2, 6, and 7 were rejected under 35 U.S.C. § 102 (b) as being anticipated by Rehn et al. (US 6,247,763). Claims 17 to 20 were rejected under 35 U.S.C. § 102 (b) as being anticipated by Orcutt (US 5,918,640). Claims 8 to 12 and 14 to 16 were rejected under 35 U.S.C. § 103 (a) as being unpatentable over Asano et al. (US 4,617,213). Claim 13 was rejected under 35 U.S.C. § 103 (a) as being unpatentable over Asano et al. in view of Washkewicz (US 4,699,178). Claims 3 to 5, 21 and 22 were objected to, but were indicated as being allowable if rewritten in independent form.

Claim 3 has been canceled. Claims 1, 4 and 8 have been amended. Claims 23, 24 and 25 have been added.

Reconsideration of the application is respectfully requested.

35 U.S.C. 102 Rejections

Claims 1, 2, 6, and 7 were rejected under 35 U.S.C. § 102 (b) as being anticipated by Rehn et al. (US 6,247,763). Claim 1 has now been amended to recite that the limitations of allowable claim 3.

Claims 17 to 20 were rejected under 35 U.S.C. § 102 (b) as being anticipated by Orcutt (US 5,918,640).

Orcutt shows an air brake hose.

Claim 17 recites a disengaging system for actuating a plurality of clutches in a drive train of a motor vehicle.

The air brake hoses of Orcutt are not “for actuating a plurality of clutches in a drive train of a motor vehicle” as recited in claim 17, but are for a different type of device, namely air brakes.

Withdrawal of the rejection to claims 1, 2, 6, 7, and 17 to 20 is respectfully requested.

35 U.S.C. 103 Rejections

Claims 8 to 12 and 14 to 16 were rejected under 35 U.S.C. § 103 (a) as being unpatentable over Asano et al. (US 4,617,213). Claim 13 was rejected under 35 U.S.C. § 103 (a) as being unpatentable over Asano et al. in view of Washkewicz (US 4,699,178).

Asano describes a hydraulic brake hose.

Claim 8 now recites “a hydraulic system for actuating a motor vehicle clutch”. It is respectfully submitted that one of skill in the art would not look to the braking art for teachings related to motor vehicle clutches, as the pressure and other technical requirements differ.

Withdrawal of the rejection to claims 8 to 12, 13, and 14 to 16 is respectfully requested.

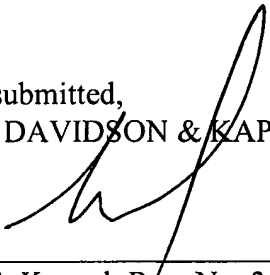
New claims

New independent claims 23 and 24 have been added.

CONCLUSION

The present application is respectfully submitted as being in condition for allowance and applicants respectfully request such action.

Respectfully submitted,
DAVIDSON, DAVIDSON & KAPPEL, LLC

By: 
Cary S. Kappel, Reg. No. 36,561
(signing for William C. Gehris, Reg. No. 38,156)

Davidson, Davidson & Kappel, LLC
485 Seventh Avenue
New York, New York 10018
(212) 736-1940